

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leitz	FRIDAY, 16th July, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & GHINA.

Hongkong, 30th June, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	CALEDONIAN	Brune	5th July, P.M.
MARSHILLES, VIA PORTS	TOURANE	Lancelin	5th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th July, P.M.
MARSHILLES, VIA PORTS	ARMAND BEHIC	Lafont	20th July, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 22nd June, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KODANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

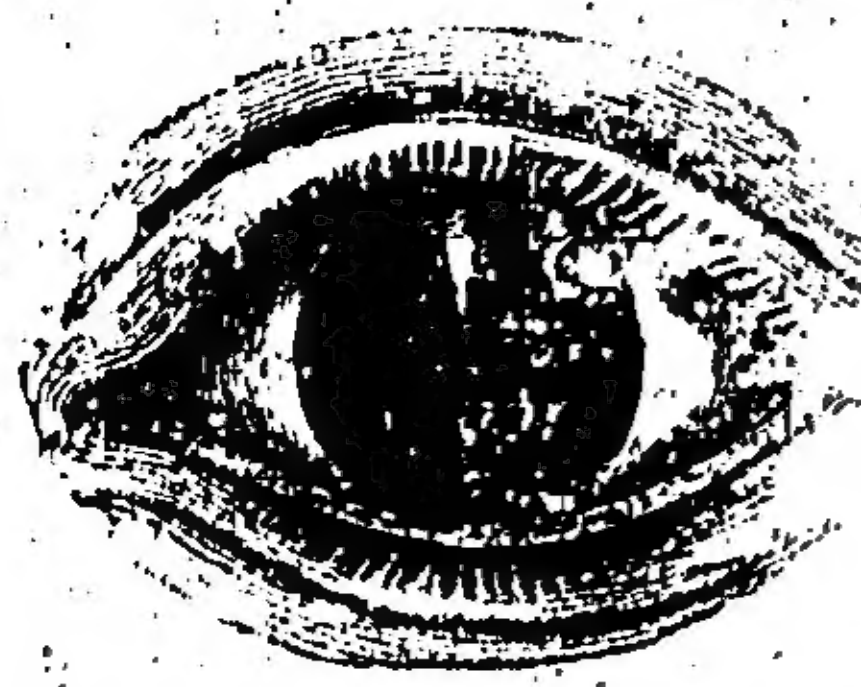
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON. 1, John Street, Bedford Row, W.C.
SINGAPORE. 10, Bechock Street.
HONGKONG. 64, Manning Street.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 378, 508, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Liebert, Scott, A. I. and Watkins.

Yokohama April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909. (463)

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909. (428)

TO LET.

FIRST FLOOR and GODOWN, together or separately, No. 6 Des Vaux Road, Central.

Apply to—

PHIROZ SHA B. PETIT & CO.,
or at the premises.
Hongkong, 19th June, 1909. (494)

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909. (408)

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YICK-BUILDING.

GODOWNS in PRAYA EAST, BLDG BUILDINGS, and No. 168, DES VAUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VAUX ROAD CENTRAL, 1st Floor.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong 12 June 1909. (45)

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Thomas & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909. (188)

TO LET.

GODOWN, No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. (18)

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.

Apply to—

S. D. SETNA,
No. 6, Des Vaux Road.
Hongkong, 21st June, 1909. (497)

FOR SALE.

"ADLER"

TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND
Rent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Vaux Road, Central,
Hongkong.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO.

No. 27, Des Vaux Road.
Hongkong, 8 Junho de 1909. (16)

SHORTCOMINGS OF JAPANESE BUSINESSMEN.

REPORT BY A JAPANESE CONSUL.

Recently the Commercial Bureau in the Foreign Office issued instructions to Japanese Consuls abroad, ordering them to report on foreign opinion regarding the shortcomings or defects of Japanese business-men in their transactions abroad. The following reply from the Japanese Consul in Chicago is published in Japanese papers:—

PRACTICES OF JAPANESE DISLIKED BY FOREIGNERS.

(1) *The Lack of Experience among Japanese Business-men of Foreign Trade.*—In consequence of this failing, foreign business-men desiring to open up direct trade with the Japanese have not infrequently failed in their object. Foreign merchants are subjected to great inconvenience on account of ignorance on the part of the Japanese as to the common form of invoice, the process of drawing drafts and settling the price of goods. Some Japanese business-men are known to reply in Japanese or in unintelligible English to inquiries made by foreign business-men. To remedy these defects, it may be recommended that instruction in the practical business routine of foreign trade be given at commercial schools and other educational institutions available for the purpose, while Chambers of Commerce should give full information on application regarding the procedure in the transactions of foreign trade. If Japanese business-men are prepared to reply at once to applications from foreign business-men to open direct trade, it will largely assist in developing business. [Instruction in practical business routine, it may be remarked, is given already in all Japanese commercial schools.]

(2) *Impracticability of Doing Business by Samples.*—Complaints are heard of the unpunctuality in the delivery of goods ordered from Japanese business-men and the serious difference between the quality of the goods delivered and that of the samples. It may not be easy to produce articles identical in quality with the samples because in Japan goods are manufactured principally by hand, but the defects must be remedied by machines being used in manufacturing the goods. Not a few merchants in Chicago who import Japanese goods in any large quantity either send their agents to Japan each year to buy stocks or import them through the medium of foreign merchants in Japan. They do not feel sufficient confidence to buy goods direct from Japanese.

(3) *Labels on Goods.*—Slips or labels pasted on goods exported should be written or printed in English. Goods to which slips or labels in Japanese are affixed are liable to be mistaken for Chinese goods, as in the eyes of foreigners it is difficult to distinguish between the Chinese and Japanese writing. Foreign merchants prefer to have the labels printed in English.

(4) *Signboards in Japanese.*—Japanese shops in America sometimes display signboards written in Japan, shops which make the Japanese their principal customers may be employing these signs for the purpose of attracting Japanese, but the boards appear to create a peculiar impression on the Americans. This may seem a trivial matter, but as a matter of fact the signboards not only drive away American customers, but tend to create a feeling among the Americans that the Japanese are not more amenable to American manners and customs than the Chinese.

SPECIAL COMMERCIAL CUSTOMS.

(5) *Points in Business Transactions.*—The value of imported goods as a basis for Customs duty is assessed by the U.S. Customs according to the invoice certified by the American Consul at the port of shipment. Shippers must not forget to obtain a Consular certificate for the invoice. In assessing the value of imported goods for duty the American Customs authorities make strict investigations by various means, and the certificated invoice is not relied on solely as a basis. Some Japanese have a misunderstanding on this point. Such a practice as giving a false value on the invoice must be strictly avoided. It is necessary for Japanese business-men engaged in the export of goods to America to be equipped with a general knowledge of American laws relating to the importation of goods—for example, the Pure Food Act.

(6) *Term of Payment.*—The term of payment of drafts drawn on the shipment of goods to America is generally 60 days after sight, though it varies according to agreement between the parties. Arrangement in Chicago for the settlement of bills in business with foreigners vary—10 days, 30 days, and 60 days after sight. For porcelain and general goods the term is in most cases 30 days after sight, ten days (the regular term is four months after sight, but generally ten days after sight at a discount of 3 per cent.), and silk in most cases sixty (when paid within ten days 2 per cent. discount is allowed).

The Business Season.—The season for Christmas presents is an active one. It is a custom for ladies in America to buy new clothes for such occasions as Christmas and Easter.

Consignees.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SIKH,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 2nd July, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 25th June, 1909. (1506)

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 9.30 A.M.

All Claims must reach us before the 6th of July, 1909, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 25th June, 1909. (15)

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "OCEANO."

FROM MANILA.

THE above Steamer bringing on the cargo shipped per

Steamship "GYMERIC"

from SEATTLE, TACOMA, VICTORIA, VANCOUVER, YOKOHAMA, KOBE and MOJI, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading by the latter steamer for countersignature and to take immediate delivery of their Goods from alongside the Steamship "Oceano."

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 28th June, 1909. (16)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SARDINIA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 30th June, 1909. (14)

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of July, at 9.30 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

THIS STEAMER BRINGS CARGO
Ex B.S. Schen from Smyrna via Naples, Genoa, and Catania via Port Said.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 30th June, 1909. (16)

Intimation.

Powell's
Furnishing
Department

is now replete with an entirely new collection of

BEDROOM
SUITES

of the well known "POWELL" quality in solid oakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

\$140 to \$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN
OFFICE
FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL
BOOKCASES

AND

FILING
CABINETS

on the vertical Sectional System allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S
(FIRST FLOOR)
ALEXANDRA
BUILDINGS

28, Queen's Road.

CHINA'S RAILWAY PROBLEM.

Recent mails from Home contain reports of an instructive lecture delivered by Mr. A. J. Barry, M.S.C.E., at the Royal Society of Arts, on "Railway Development in China." The lecture is interesting in itself; even more so as evidence of the increasing attention that this subject has begun to attract in Europe, proportionately to the changing attitude of the Chinese themselves towards railway questions. As Mr. Barry pointed out, the history of the progress of railway enterprise in China divides itself into four periods. In the beginning there was the attempt of foreigners to win Chinese consent to their constructing railways in China, foiled by the "fanatical and strenuous opposition of the governing classes." Next we find an influential though comparatively small number of Chinese, catching at the foreigners' ideas and succeeding in spite of opposition in laying the first railway. In the third period the Chinese have become more or less used to the idea of railways, and are ready to admit foreign skill and capital for their construction "on mutually advantageous terms." Finally we reach the stage that is now so familiar, a stage of "growing intolerance of foreign guidance and assistance other than financial." In the most recent development, to which, however, Mr. Barry does not refer, resistance begins to extend even to financial co-operation. It is this latter phase that has given rise to the new interest with which Chinese railway development is now watched. The whole conditions of doing business with China are admittedly changing, and to some extent railways form a test case for future operations. When Mr. Barry expresses belief that "railways in China can be made to pay perhaps better than anywhere else in the world," he says no more than is generally believed. The question of the moment is under what conditions can it be made to pay. Obviously, as Mr. J. W. Jamieson suggested in the discussion that followed Mr. Barry's lecture, "the Chinese would have been well advised if they had given a concession to a sound foreign syndicate and left matters entirely in their hands, putting their pride in their pockets." But it is too late to think of such a possibility now, even if it ever existed.

As an alternative we have the principle of State ownership which Mr. Barry naturally advocates as the master-key to successful railway development in China. That principle inspired the whole course of negotiation for the Shanghai-Hangchow-Ningpo Railway loan, to quote but one instance. It prompted the appointment of Grand Councilor Chang Ching-tung as Director-General of railway affairs throughout the Empire; and there is no doubt that its importance is fully recognized at Peking although so far the practice of it is more honoured in the breach than the observance. The centralization of railway management is not only essential as a practical sign of the ability of Peking to control the provinces. As Mr. Barry points out, the Chinese railway system is in its infancy; it amounts to no more than 5,000 miles, and before it can compare with that of India, for example, another 30,000 miles at least must be constructed. A golden opportunity is thus provided to avoid the numerous anomalies arising from private ownership in other countries by the inauguration of a "definite policy" and a definite programme, under the control of a strong and capable railway department or board in Peking. Mr. Barry uses a mild expression in saying that the present Board of Communications "falls short of this," so constituted as to command the confidence of the foreign investor and strong enough to command respect everywhere in China itself. Once that board were established and its authority duly recognized, there is little doubt but that the railway problem would solve itself. But to admit the necessity of any given step in China is unfortunately little evidence that that step will be taken; and in the meantime the only clear course is to endeavour to reconcile or at least to mollify the present conflict of interests. For the 30,000 miles of China's future railways Mr. Barry estimates that some £100,000,000 will be required. It is difficult, to say the least, to see whence so much money is to be obtained. The theory that capital will build railways and that the railways in turn will yield interest enough to repay the capital is excellent on paper, but hitherto it has fallen rather deplorably short in practice. The possibility of one enormous overloan to pay off existing debts and start China afresh has been suggested. But in the present condition of Chinese administration such an expedient would merely seem to hasten the era of foreign control of China's finances which is already considered by many observers to be only a year or so off. As Mr. Barry says, money in China commands so much higher a rate of interest, that the 5 per cent Imperial loan is not likely to tempt the native capitalist very far; and assuredly China "will have to find some new source of revenue before she can borrow much more money" from abroad.

Such considerations naturally have the greater weight because the tendency of international competition has been to encourage China in the belief that she has merely to raise her hand in order to obtain as much money as she requires. Easy borrowing makes proverbially hard repayment; and the temptation that prevails in some quarters to be China's banker on any terms, in the assurance that once she has given a bond she will be forced to add to it whatever her creditors choose to exact in neither friendship nor good business. Up to a certain point such a practice may, no doubt, work successfully enough from the standpoint of the particular bondholder. But sooner or later a reaction is certain to ensue; and it is an interesting speculation how far the "growing intolerance of foreign guidance and assistance" has been fostered by a tale of loosely drawn contracts harshly and even unfairly enforced. The Neapolitan proverb "a clear bargain, a long friendship" was never more applicable than it is in China to-day, and it may equally be said that an understanding of friends

ship is an essential condition of more bargain in the future. From the point of view it may be that almost any concession was worth the making—even at the cost of admitting a third party into what has traditionally been regarded as the British sphere of influence—that would guard the Canton-Hankow railway from unsound financial administration. How that particular question has been settled we do not even yet know exactly. We have been told that an agreement has been reached which is looked upon as "a satisfactory compromise," but in one respect at least we are bound to point out that the agreement (so far as its terms have been disclosed) collides directly with the avowed intention of the Szechuanese to admit no operation of foreign capital for railway enterprise within their province. More than this the position of affairs has been changed within the last few days by the determined intervention of America. Not improbably the whole negotiations will have to be begun again *de novo*. In that case it is to be hoped that the British Government will not persist in the attitude of aloofness, which by yesterday's telegram, it seems anxious to adopt. Financial groups acting in independence are necessarily limited in their outlook by their own and their shareholders' advantage; and too many other interests are bound up in China's railway problem to permit of its being successfully handled without the authority and detachment that belong to a Government alone. —N. C. D. News.

Entertainment

THEATRE ROYAL CITY HALL.

SATURDAY NIGHT, 3rd prox.

GRAND BOXING
Exhibition.

CHINESE v. EUROPEANS.

FIVE MATCHES.

Each Match 1

EIGHT ROUNDS.

"KUNG-FOO" (CHINESE) STYLE.

A NOVEL ENTERTAINMENT.

ADMISSION PRICES:

Ring Seats \$1

Stalls 50

Dress Circle 1

Box Plans at Messrs. SINGERE COMPANY, Des Voeux Road.

Hongkong, 30th June, 1900. 1509

Intimations.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

LACE-SCARFS, MOTOR-VEILS.

VARIOUS COLORS.

MOUSQUETEIRE GLOVES.

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Constant Port orders carefully executed.

2nd Floor, 30th September 1900. 157

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS and ART DECORATORS.

from Shanghai, has re-opened their FURNITURE STORE

at No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

25th May, 1891.

ORDERS punctually attended to; and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 26th August, 1900. 154

Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOL'S PREPARATION has won its high reputation among medical men, and the people of all civilised countries. They trust it for the same reason that they trust the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust it for ever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

AO PUBLICO.

HAVERA a noite de SABBADO, 3 de Julio, p.v. na sala "Luz de Candee" do Club Lusitano, uma recita de candidato, promovida por um grupo dramatico do Cantador "Varco da Gama," a favor das victimas sobreviventes dos terramotos occorridos recentemente em Portugal.

Os bilhetes d'admissao estao a venda na Secretaria do mesmo Club desde as 6 p.m. do dia 30 do corrente. Aceita-se por cada bilhete qualquer quantia não inferior a uma pataca.

J. J. COELHO,

Secretario,

Club Lusitano.

Hongkong, 29 de Junho de 1900. 1510

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30/6 each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Manchester, London, E.C. Road.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hankow, 30th April, 1900. 149

D. NOMA,

PROFESSIONAL TATTOOER

AND

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Wongkong, 19th September, 1900. 150

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Hongkong, 26th September, 1900. 151

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" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Surlon—Ngau Lau

" Sausages—Ngau Yuk Chang

" Bitlock's Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tan

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidney—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Oon

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chal-

lau-koek

" Mutton Chop—Yang Pak Kwai

" Leg—Yang Pei

" Shoulder—Yang Shau

" Brains—Chi Know

" Feet—Chi Kook

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidney—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pak Kwai

" Corned—Ham Chu Yuk

" Leg—Chi Pei

" Fat or Lard—Chi Yan

" Sheep's Head and Feet—Yang Tan

" Keok

" Heart—Yang Sum

" Kidney—Yang Yiu

" Liver—Yang Oon

" Sucking Pigs, To Order—Chu Chai

" Suet Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Sin Kai

" Ducks—Pan Kai

" Doves—Fan Kai

" Eggs, Hen—Kai Tan

" Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

" Geese—Ngo

" Geese, Wild Shanghai—Sheung Hoi Ye

" Ngai

" Musk Deer—Wong Kong

" Hare—Tu Chai

" Partridge—Chi Kook

" Pheasant—Shan Kai

" Pigeons, Canton—Pak Koo

" Holow—Holow Pak Koo

" Quail—Um Chun

" Rice Birds—Wo Fa Cheuk

" Snipe—Sa Chai

" Turkeys, Cock—Fo Kai Kung

" Hen—Na

" Wild Ducks, Shanghai, Sul-ap

" Teal, Shanghai, Sul Ap Chai

" Wild Ducks Canton—Sang Shing Sul

" Ap

FISH.

Barbel—Ka Yu

" Bream—Bin Yu

" Canton Fresh Water Fish—Hoi Sin Yu

" Carp—Li Yu

" Catfish—Chik Yu

" Crabs—Hoi Yu

" Cuttle Fish—Mok Yu

" Dab—Sa Mang Yu

" Dace—Wong Mei Lun

" Dog Fish—Ti Yu Sa

" Eels, Gongor—Hoi Man Yu

" Fresh water—Tong Sul Yu

" Frog—Tien Kai

" Garoupa—Sek Pan

" Gudgeon—Pak Koo Yu

" Herrings—Tao Pak

" Halibut—Cheung Kwai Yu

" Labrus—Wong Fa Yu

" Loach—Wo Yu

" Lobsters—Lung Ha

" Mackerel—Chi Yu

" Monk Fish—Mon Yu

" Mullet—Chai Yu

" Oysters—Sang Hoo

" Parrotfish—Kai Kwai Yu

" Perch—Tan Loo

Intimation.



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Hongkong, 17th March, 1909.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 1, 1909.

CRIME IN HONGKONG.

The report which has been submitted to Government by Mr. F. J. Badeley, the Captain Superintendent of Police, for last year shows a satisfactory diminution in the number of crimes committed in the Colony, or, more properly speaking, that have been brought to the notice of the zealous officers of his Department. The total number of all cases was 9,568 as against 11,540 in 1907, being a decrease of 1,972 or 17.14 per cent. In the division of these cases into serious and minor offences, there appears a decrease, as compared with the preceding year, of 64 cases, or 1.93 per cent. In the former, and of 1,914 cases or 23.14 per cent. in the latter. The decreases were shown under the heads of unlawful possession,

larceny, felonies not already given and burglary with 24,101, 16 and 4 cases, respectively; while under murder, robbery, larceny from dwelling and kidnapping and protection of women and children there are increases of 1, 19, 56 and 5 cases. Gang robberies show an enormous increase from 6 cases in 1907 to 26 last year. Gambling continues to be rife in the Colony and 132 warrants were executed and convictions obtained as against 147 in the preceding twelvemonth. The estimated value of property stolen during the year was \$199,211.10 as against \$141,353.98 in 1907. There was a susceptible diminution in the number of search warrants for prepared opium, last year's figure being 1,821 as compared with 1,057 for the year before. As showing the diverse character of police duties it may be mentioned that the department had to deal with no less than over 20,000 applications for various forms of licences, which in detail were as follows:—1,175 for Hongkong jirrickshas. (Reduced by 100 on 1st June, and 75 on 1st December, 1908.) 50 Quarry Bay jirrickshas; 250 Kowloon jirrickshas; 25 private vehicles (16 carriages, 5 motor cars and 4 hearse); 1,118 truck licences; 589 Hongkong chairs; 60 Hill District chairs; 3 gharis; and 17,350 drivers and bearers; they are continually coming and going, hence the large number of the latter. In addition to the foregoing 1,760 dogs were licensed during 1908, 17 watch dogs were licensed free of charge, 114 dogs were destroyed, and 134 stray dogs were impounded and restored to owners or ransomed. The finger impressions system is still pursued by the Police, which accounts for 158 males and one female being identified as having previous convictions against them. This number is 26 less than during the year 1907. As might have been expected the conduct of the police could not fail of commendation at the hands of the head of the department as it has been the subject of favourable comment by the Governor. This is what Mr. Badeley wrote:—"The conduct of the European contingent (average strength 126) was very good. The total number of reports against them was 37 as against 56 in 1907. There were 6 reports for being drunk or under the influence of drink as against 16 in 1907; 2 for sleeping on duty as against one; 1 for disorderly conduct and 8 for neglect of duty. The conduct of the Indian contingent (average strength 388) was also very good. There were 401 reports as against 465 for the preceding year. For drunkenness there were 88 as against 61, for disorderly conduct 30, as against 23, for neglect of duty 33 as against 52, for absence from duty 38 as against 51, for gossiping and idling on duty 77 as against 91 and for sleeping on duty 24 as against 40; 178 men had no report. Fourteen Indian Constables were convicted by the Police Magistrate (10 dismissed from the Force)—1 for obtaining money by false pretences, 1 for allowing a prisoner to escape, 3 for giving false testimony, 2 for disorderly conduct, 5 for assault, 1 for receiving a bribe, and 1 for larceny. The behaviour of the Chinese contingent (average strength 328) was fair. There were altogether 1,044 reports, as against 1,086 in 1907. There were two reports for drunkenness as against 5, 112 for sleeping on duty as against 104, 17 for disorderly conduct as against 11, and 374 for minor offences as against 356. One sergeant interpreter was convicted by the Police Magistrate for larceny and 11 Constables (9 dismissed), for the following offences:—1 for allowing a prisoner to escape, 3 for assault, 2 for robbery, 1 for larceny, 1 for absence from station and duty, and 2 for misconduct. 96 men of this contingent were not reported during the year. The seamen, coxswains, engineers and stokers (average strength 144) had 215 reports as compared with 228 for last year. For drunkenness there was no report (same as last year), 106 for absence from station and late for duty as against 102 in the previous year. Three seamen were convicted by the Police Magistrate, one for assault and two for larceny. 45 had no report recorded against them. His Excellency the Governor was pleased to highly commend the Police for services rendered by them during the typhoon of the 27th July, the boycott riots of the 1st and 2nd November, and on several other occasions during the year. The rewards meted out to the members of the Police do not appear to have been either indiscriminately distributed or too liberally granted, a fact which certainly tends to enhance their value. We learn that one inspector was granted a medal for long and meritorious service, one inspector and one European sergeant were commended by His Excellency the Governor and granted medals for services in the Sha Tin murder case and the robbery at Tallow Bay. One European sergeant was granted a reward for plucky arrest of an armed burglar after receiving severe injuries. One Indian sergeant was granted a reward for zeal and intelligence displayed in a case of larceny. One Chinese sergeant was granted a medal for good work done in connection with an assault case, one Chinese sergeant was granted a reward for zeal and activity shown in recovering stolen property and six Chinese constables were granted

rewards for plucky conduct, zeal and activity shown in the discharge of their duties. The report concludes with a reference to the New Territories, on which the District Officer reports as follows:—"Serious crime is less than ever, and the presence of the Police is now understood and appreciated. The rumour of the removal of Au Tau Station was at once followed by a number of influential petitions for its retention. Mrs. Bay alone has given much trouble, but the enforcement of Section 29 of the Local Communities Ordinance in Ping Chau Island has done much towards bringing this troublesome district into order. This section of the Ordinance was also applied to Sheung Shui, but the conditions in this case were not so much those of serious crime as of defiance of the Police. The effect of the application has I think been excellent, as showing the villagers that the Government does possess an effective weapon for dealing with conspiracy and passive resistance. The co-operation of the Chinese officials over the border has also been of the greatest value to us, and the feeling that China no longer offers an asylum to the criminal is responsible in no small degree for the orderliness of the Territory."

LOCAL AND GENERAL.

On April 1, 1908, the total strength of the Hongkong Volunteer Corps was 295, and on March 31, 1909, it was 284.

SUNDAY, the 4th inst., being the feast of Rev. Bro. Director Christian, a concert will be given by the Boys of St. Joseph's College at 6.30 p.m.

DURING 1908 three members of the Hongkong Volunteer Corps died, 5 were struck off the strength (having left the Colony) and 76 resigned (1 on medical certificate, 34 on leaving the Colony and 41 in the Colony).

A SEVERE thunderstorm swept over Central Japan on the afternoon of the 17th ultimo, Kobe receiving the full end of it. At Tatsuno, near Himeji, and Miyazu, near Maizuru, the storm was accompanied by a heavy shower of hail.

In regard to the proposed improvement of telephones in Peking, it is stated that the plan is to purchase a new plant from America, install 3,000 telephone apparatus inside and outside the Wall, and gradually increase them to 6,000. The accommodation can be increased to 12,000. The work will be completed at the end of next year.

THE annual report of the Pacific Mail Steamship Company, issued on May 25th, shows gross earnings of \$4,664,994, expenses \$4,635,732, leaving net earnings of \$29,262, which is turned into a deficit of \$339,685, after making allowance for depreciation and like charges. In 1908 the deficit was \$418,817. The retiring directors were re-elected.

ANOTHER development has taken place in regard to the Shanghai Alhambra. A warrant has been issued for the arrest of the Chinaman who for some time past has operated the roulette wheel there and now it only remains for an opportunity to arise for the police to put the warrant into force. Although at present it is yet early to judge of the effect of this step it promises to effectively check the employment of Chinese for this purpose in future.

THE keels of four battleships of the Dreadnought type have been laid down at the Russian Naval Yard on the Baltic. These ships are to be named *Petrovskiy*, *Poltava*, *Ferret* and *Zandor*. They will each be equipped with ten 12-inch guns, tonnage will be of 25,000 tons displacement, 6-8 feet in length, and 82 feet in width, and will have a speed of 20 knots. They are expected to be completed in three years, and to be an improvement on the warships now being built in other countries.

THE fourth day's hearing was reached in the Supreme Court this morning in the case in which Messrs. S. J. David & Co. are appealing from the judgment of the Chief Justice delivered on the 23rd December last in favour of the firm's late comprador (Mr. Chan 'U' Chin) against whom the plaintiff firm brought an action to recover the sum of \$648,816.67, said to have been lost in some yarn transactions with Chinese yarn-dealers. Mr. Slade continued his argument, which lasted for a considerable time. The case has been adjourned.

THE following rule of court under date June 19th has been promulgated by Mr. Wilder, the American Consul-General, in Shanghai, in his judicial capacity:—Admission to practise as Attorneys-at-law in the United States Consular Court at Shanghai shall hereafter be granted only to persons admitted to practise as Attorneys-at-law in the United States Court for China. Foreign practitioners having permission to appear in the U.S. Court for China shall be granted the same privilege in this Court. (Signed) T. C. White, Clerk of Court.

STRIKE AT MARSEILLES.

FRENCH MAIL DELAYED.

We are officially informed that the M. M. Co.'s s.s. *Caledonia* has been delayed at Marseilles for four days on account of strike, and consequently she is expected to arrive at Hongkong on or about Friday, the 9th inst.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Sir Henry Berkeley (Attorney-General), Hon. Mr. G. McL. Messer (Colonial Treasurer), Hon. Mr. F. N. B. Jones, (Director of Public Works), Hon. Mr. F. J. Badeley, (Captain Superintendent of Police), Hon. Mr. A. W. Brewin (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. E. A. Hewett, Hon. Mr. Wei Yek, C.M.G., Hon. Mr. W. J. Grassie, Hon. Mr. E. Osborne, Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The Colonial Secretary laid on the table the Reports on the Hongkong Volunteer Corps for the year 1908-09; Report of the Post Office Department for 1908; and Reports of the Captain Superintendent of Police and of the Superintendent of Fire Brigade.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 5).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minute No. 29. It was agreed that it be referred to the Finance Committee.

RAILWAYS.

The Attorney General moved the first reading of a Bill entitled An Ordinance to regulate the construction and management of railways. The Colonial Secretary seconded. Bill read a first time.

The Ordinance is rendered necessary by the construction of the railway connecting this Colony with Canton. The Ordinance authorises and provides for the construction of the railway and for its administration and management.

STONECUTTERS' ISLAND.

On the motion of the Attorney General, seconded by the Colonial Secretary, the Bill entitled an Ordinance to amend the Stonecutters' Island Ordinance, 1889, was read a first time.

The purpose of the amending Ordinance is to prescribe a limited distance from the shore of Stonecutters Island within which vessels may ordinarily anchor or make fast.

Opportunity is taken to delete from the principal Ordinance certain words the retention of which in the Ordinance has become unnecessary.

COMPANIES (LOCAL REGISTERS).

The Attorney General moved, and the Colonial Secretary seconded, the first reading of a Bill entitled an Ordinance to amend the Companies (Local Registers) Ordinance, 1907. Agreed.

The Bill transfers the licensing of companies from the Governor-in-Council to the Registrar of Companies thereby avoiding the necessity for referring applications for licences to the Executive Council, and facilitating and expediting the issuing of such licences.

The licence is to be valid only until the 31st day of December next following the date on which it is issued. Revision is made for charging a proportionate part only of the annual fee chargeable on the issue of a licence where the period for which the licence will be valid is less than one year.

INTERPRETATION ORDINANCE.

The Attorney General moved the first reading of the Bill entitled an Ordinance to amend the Interpretation Amendment Ordinance, 1908. The Colonial Secretary seconded. Bill read a first time.

The purpose of this Ordinance is to correct a confusion in reference to the Ordinances cited owing to citation of such Ordinances by numbers which were altered when the Revised Edition of the Ordinances was compiled.

The Ordinances are referred to in the amending Ordinance by their short titles instead of by numbers.

STAMP ORDINANCE.

The Attorney General, in moving the second reading of the Bill entitled an Ordinance to amend the Stamp Ordinance 1911 as amended by the Stamp (Amendment) Ordinance, 1902, said:—"Hon. members will see from the memorandum in the Bill the object of the Bill. It is to increase the source of revenue. At present sums over \$15 require a receipt with a 5-cent stamp affixed. Hereafter, any sum over \$10 will require to carry a 5-cent stamp. It is not proposed to bring the Bill into operation until the end of the year (1st January, 1910).

The Colonial Secretary seconded. Agreed.

Council then proceeded to consider the Bill in Committee.

Council resumed Committee on the Bill entitled an Ordinance to amend the Patents Ordinance 1891.

The consideration of this Bill was postponed owing to the report from the Law Society not having been received.

PEAK TRAMWAY.

Hon. Mr. W. J. Grassie moved that the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong be withdrawn. Mr. Murray Stewart seconded. Agreed.

ADJOURNMENT.

The Council adjourned till Thursday, the 8th inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following vote be adopted by the Council:—

BOOKS.

A sum of one hundred and four dollars in aid of the vote, Medical Department, C—Institutes, Other Charges, Bacteriological Institute and Mortuaries, books.

This was all the business.

Macao's Delimitation.

MEETING OF SELF-GOVERNMENT SOCIETY.

DRASTIC RESOLUTIONS FRAMED.

[From Our Own Correspondent.]

Canton, 30th June.

At 1 p.m. on the 29th instant, a public mass meeting was held by the Canton Self-Government Society in connection with the *Fatshan* incident and the Macao delimitation question. There was present an exceptionally large number of people of all classes. Chan Chung Kwei and Chan Wai Po were unanimously elected chairman and vice-chairman, respectively. Several gentlemen made speeches on the two burning questions of the hour before the assembly. The speeches were couched in strong terms and were followed with considerable interest by those present. After considerable discussion, three resolutions were passed, of which the following is a free translation:—(1.) With reference to the *Fatshan* incident, when a Chinese passenger was murdered by a Portuguese, the Portuguese Consul is believed to have regretted the unfounded allegations made by him against the members of this Society, that being the cause of his delay in giving a reply to our continued representations addressed to him. It is now time to communicate again with him on the subject. In the event of his failure this time to give a definite reply, it should be made known to the people in various places as well as in other countries of this circumstance, and a joint telegraphic memorial will at the same time be submitted to the Imperial Government urging it not to recognise the official status of the Portuguese Consul at Canton. (2.) The people should be prohibited from visiting the pleasure resorts and the gambling dens of Macao, for which object more circulars should be distributed as a warning to the public and a number of members should be sent to different places as well as to the interior to deliver speeches on the subject. (3.) The Portuguese on several occasions have encroached on Chinese territory, thus violating the Sino-Portuguese Treaty. Negotiations will shortly be entered into by the Imperial Chinese Delimitation Commissioner with the Portuguese Government. We should now firmly maintain our attitude in the matter. In the event of the Portuguese not consenting to restore to China the territories that they have encroached upon, we should institute a boycott against the Portuguese and refrain from visiting the Portuguese Colony in future.

After tea had been served the meeting ended. Half-a-dozen men were also nominated at the meeting to proceed to the interior to deliver speeches in connection with the two vexed questions.

PLAQUES ON THE AMAZON.

MOSQUITOES AND BATS AS BLOOD-SUCKERS.

Yesterday we (*Japan Chronicle*) had a short paragraph giving an account of the hardship endured by the crew of a steamer on the Amazon, who were severely bitten by mosquitoes, a large proportion of them succumbing to the ravages of malaria, introduced by the insect bites. Mosquitoes, it may be remarked, are not the only plagues on the Amazon. Dr. Alfred Russel Wallace, in his "Travels on the Amazon and Rio Negro," describes a species of bat to be found on these rivers, which, he believes, does much injury to the horses and cattle by sucking their blood; and it also attacks men, when it has the opportunity.

"The species of blood-sucking bats," he says, "seems to be numerous in the interior. They do not inhabit houses, like many of the frugivorous bats, but enter at dusk through any aperture they may find. They generally attack the tip of the toe, or sometimes any other part of the body, that may be exposed. I have myself been twice bitten, once on the toe, and the other time on the tip of the nose; in neither case did I feel anything, but awake after the operation was completed; in what way they effect it is still quite unknown. The wound is a small round hole, the bleeding of which it is very difficult to stop. It can hardly be a bite, as that would awake the sleeper; it seems most probable that it is either a succession of gentle scratches with the sharp edge of the teeth, gradually wearing away the skin, or a triturating with the point of the tongue, till the same effect is produced. My brother was frequently bitten by them, and his opinion was that the bat applied one of its long canine teeth to the part, and then flew round and round on that as a centre, till the tooth, acting as an awl, bored a small hole; the wings of the bat serving, at the same time, to fan the patient into a deeper slumber. He several times awoke while the bat was at work, and each time, for the creature immediately flew away, it was his impression that the operation was conducted in the manner above described. Many persons are particularly annoyed by bats, while others are free from their attacks. An old Mulatto at Guila, on the Upper Rio Negro, was bitten almost every night, and though there was frequently half-a-dozen other persons in the room, he would be the party favoured by their attentions. Once he came to us with a doleful countenance, telling us, he thought the bats meant to eat him up quite, for, having covered up his hands and feet in a blanket, they had descended beneath his hammock of open network, and, attacking the most prominent part of his person, had bitten him through a hole in his trousers! We could not help laughing at the catastrophe, but to him it was no laughing matter."

Senator Brandao, of Managuary, informed me that he had once an Indian girl in his house, who was much subject to the attacks of the bats. She was at length so much weakened by loss of blood, that she was entertained of her life, if they continued their attacks; and it was found necessary to send her to a distance, where these bloodthirsty animals did not abound.

"The wound made by them is very difficult to heal, especially in its usual locality—the tip of the great toe—as it generally renders a shoe unbearable for a day or two, and forces one, to the conclusion that, after the first time, for the continuity of the thing, to be bitten by a bat is very disagreeable. They will, however, very rarely enter a lighted room, and for this reason the practice of burning a lamp all night is almost universal."

HONGKONG POST OFFICE.

A YEAR'S WORK.

Mr. C. McL. Messer's report on the Post Office Department for last year was laid before the Legislative Council this afternoon and is as follows:—

MAILS.

The number of mail bags and packets dealt with in the General Post Office, Hongkong, amounted to 204,289, an increase of 39,148 compared with the previous year.

REGISTRATION AND PARCEL BRANCH.

Registered articles and parcels handled in Hongkong amounted to 805,503, a decrease of 59,912, compared with the previous year.

REVENUE AND EXPENDITURE.

A statement of revenue and expenditure is given in Table III. Revenue amounted to \$412,341.60 showing a decrease of \$32,909.33 due largely to the decreased rates of postage brought in by the Home Postal Convention.

Table IV shows a comparative statement of the sale of postage stamps at the various British Postal Agencies in China for the years 1907 and 1908. Table V shows the number of stamps of different denominations issued for sale during the years 1907 and 1908. Table VI shows a statement of revenue and expenditure for the last nine years.

MONEY ORDERS.

Consequent on the depression in trade throughout last year the Money Order business has been correspondingly diminished in nearly all countries except that from the German Possession in Oceania which was double that of 1907. There was a falling off of about 25,000 in the issue of sterling orders and a decrease of 27,000 in the inward orders. The latter is accounted for by the reduction of Japanese Colonists in Queensland and thereby reducing the amount drawn on Japan by 50,000 Yen and on the other hand, sterling Postal Orders have remained stationary with the sales of 1907. The paid orders have greatly increased by 67 per cent, and local postal orders have also increased by 32 per cent.

DEAD LETTERS.

The total number of all articles sent to the Dead Letter Office at Hongkong and despatched from that office during the year 1908 amounted to 99,241, viz., 48,974 of the former and 50,267 of the latter showing an increase of 20,019 on the total of the previous year. Of the letters, etc. returned from abroad it was possible to return to senders 25,567 and of the locally addressed, 3,821. The increase is chiefly owing to the large amount of lottery circulars which are prohibited to pass through the Post.

Enclosed in 38 unregistered returned letters, there were found articles of value viz., money, to the total value \$360.8, in notes, cheques or drafts and also one large document. These when possible were subjected to registration and returned to the senders.

246 Chinese letters were found to contain coins—49 of them were returned to senders. 182 post cards bearing the imitation of postage stamps addressed to the United Kingdom were withdrawn from the mails as the regulations of that country prohibit their being forwarded. In only a few cases could return to senders be made—37 ordinary picture post cards and 3 letters were posted without address.

PILLAR BOXES.

The total number of articles collected during the year from all pillar boxes was 161,935 against 165,455 in 1907 and 122,849 in 1906, showing a decrease of 6,520 in the total of the previous year. Special Postmen are detailed to clear these letter boxes.

CHINESE BRANCH.

The total number of Chinese registered articles delivered by the Chinese Branch at the General Post Office was 187,090 of which 123,102 were from United States of America and Canada, and 63,988 from China and other countries showing a total increase, compared with the year 1907, of 74,170. The amount of the ordinary correspondence dealt with also largely increased.

POSTAL HONG LICENCES.

38 Postal Hong licences and 91 licences to letter carriers were issued during the year. The latter number shows a decrease of 25 letter carrier licences.

WESTERN BRANCH POST OFFICE.

The amount of correspondence sent between this Branch Office and Canton was—Despatched 578,453 letters, 4,395 other articles and 7,659 registered articles; Received 741,006 letters, 8,592 other articles, and 4,309 registered articles. In comparison with previous years the figures show a large increase of correspondence handled by this Branch. In addition to the above 13,034 Hong Packets were despatched, and 18,539 received by this Branch. The revenue from the sale of stamps amounted to \$74,174.10 compared with \$43,958.38 in the previous year.

TORN COVERS.

The number of articles received with covers torn off amounted to 1,413, of which 337 were afterwards forwarded to destinations.

A YEAR'S FIRES.

FIRE BRIGADE REPORT FOR 1908.

The report, dated 5th May, 1909, of Mr. F. J. Badeley, superintendent, Fire Brigade, for 1908, was laid on the table of the Legislative Council this afternoon. It reads:—

There were 31 fires and 59 incidents of fires during the year as against 39 and 76 in 1907. The estimated damage caused by fires was \$9,219.00 and by incident fires \$1,025.80 as against \$27,470.65 and \$1,541.90 in 1907. The brigade turned out 43 times during the year.

There was constant supply of water in the fire mains throughout the year.

Two fires occurred in the harbour during the year.

There was one prosecution for arson in connection with the fire at No. 60 Bonham Street. One man was arrested and charged, but no conviction was obtained.

There are 31 despatch boxes kept in different places in Victoria and 9 in Kowloon, 8 different telephones to which the Police can have access to communicate with Central Station in the event of a fire and 25 fire alarms. The conduct of the brigade has been good.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

KANSU.

DROUGHT BROKEN.

[By courtesy of the "Sheng Po".]

Nanchow (Kansu), 30th June.

There was a heavy fall of rain on the 29th inst. to the great joy of officials and people. [The prolonged drought experienced in the Province had almost reduced the people to the verge of cannibalism, according to native reports.—Ed., H.K.T.]

NA TUNG.

ARRIVAL AT TIENSIN.

[By courtesy of the "Sheng Po".]

Peking, 30th June.

Na Tung arrived at Tientsin yesterday and is to assume duties as acting Viceroy to-day.

WEIHAWEI.

RETROCESSION DESIRED.

[By courtesy of the "Sheng Po".]

Peking, 30th June.

Prince Shu is determined to obtain the retrocession of Weihaiwei for a naval base. The majority of the Grand Councillors concur in his views.

The amount demanded [by Great Britain], however, as compensation for the territory is so enormous that it requires time for the consideration of the matter.

EDUCATION IN SHANTUNG.

THE TSINGTAU COLLEGE.

[By courtesy of the "Sheng Po".]

Peking, 30th June.

The Waiwupu has notified the Board of Education that Germany has agreed to endow the Tsingtau College and that instructions be issued to the Governor of Shantung to proceed with the establishment of colleges within his territory as soon as possible.

THE JAVA-CHINA-JAPAN LINE.

REPORT FOR 1908.

The report of the Directors of the Java-China-Japan Line, of Amsterdam, for the year 1908, states that, in the now divided services to Japan and to China 14 voyages were made last year in the Japan line and 11 in the China line, whereas, formerly, four more voyages were effected in the combined service. There was no improvement in the condition of trade with either China or Japan last year; the good traffic with the former country, indeed, especially that to Shanghai, fell off, partly on account of the general commercial depression, and partly owing to the low value of the dollar; the trade with Japan was also smaller. In the meantime, however, the passenger traffic developed considerably, especially as regards the conveyance of coolies from Billiton and Banca to Hongkong and vice versa. Fewer vessels had to be chartered last year owing to the smaller quantity of cargo offering on the outward trips, but there was an improvement with respect to the homeward trade. Some of the Company's boats called at Saigon in order to obtain a share in the conveyance of rice to Java. The "self-risk insurance account" showed profit of 14,085 florins, and this sum was added to the insurance reserve. The gross income (including the sum granted by the State) amounted to 434,944 florins against 464,257 florins in 1907. 28,985 florins were written off from the value of the steamers, and 20,081 florins from the value of property at Hongkong; 51,719 florins were required for boiler repairs, and 27,000 florins were placed to the "reserve for exchange fluctuations." The net profit was 24,235 florins, out of which a dividend of 3 per cent will be paid, and 1,975 florins are carried forward. The total income of fleet is 25,619 florins, and its former value of 4,711,429 florins has been written down to 3,675,603 florins. The share capital is 3,000,000 florins.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:— On the 31st at 12.05 p.m.—The depression lying over E. Japan yesterday, has moved away over the Pacific and the barometer has risen over the Sea of Japan.

The barometer has fallen over S. China, another depression having appeared over the Yangtze Valley.

Pressure has given way rather markedly over the S. part of the China Sea and the S. Philippines. It is relatively high between N. Luzon and the Bonins, and over the Sea of Japan.

W. S. monsoon may be expected in the Western Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending 30.6.09, 2.06 inches.

Hongkong and Neighbourhood, S.W. wind, fresh to strong.

Force of wind, S. and S.W. winds, fresh to strong.

CANTON DAY BY DAY.

H. E. CHANG JEN CHUN.

[From Our Own Correspondent.]

Canton, 30th June. A telegram has been received from Peking to the effect that the present Viceroy of the Liang Kwang province, H. E. Chang Jen Chun, is transferred to Liang Kwang, a Viceroy there to replace H. E. Tiao Fang, who is transferred to the province of Chihli. The present Governor of Shantung province, H. E. Yu Shu Hui, is appointed to be Viceroy of the Two Kwang in succession to H. E. Chang Jen Chun. H. E. Chang is instructed to proceed forthwith to take up his new appointment. Pending the arrival of the new Viceroy, H. E. Yuan, the Canton Provincial Treasurer, Wu Sheng Lum, is authorised to assume temporary charge of the Liang Kwang Viceregal yamen. This morning all the officials in this city called on H. E. Viceroy Chang to offer their congratulations on his promotion.

EXTRADITION OF PRISONERS. The Commander-in-Chief Chun Ping Chik has asked the Viceroy to apply to the Hongkong Government for the extradition of the three alleged armed robbers Lu Ah Yik, Lu Shet Yuen and Wong Ah Wo, who were arrested in Hongkong a short time ago.

HONGKONG VOLUNTEER CORPS.

ANNUAL REPORT.

The following report on the Hongkong Volunteer Corps, by Major-General R. G. Broadwood, C.M., Commanding the Troops, South China Command, for the Year 1908-09, was laid before the Legislative Council this afternoon:—

MOUNTED TROOP. A great deal of good work has been done in gaining knowledge of the surrounding country and in general exercise in the duties of the mounted soldier.

All the training has been carried out in a practical and soldier-like way.

The O.C. Troop proposes to do away with a sanding camp during the Christmas exercises in future. I consider this sound both in the score of economy and efficiency.

ARTILLERY.

(1.) Good results were obtained by the adoption of the suggestion of Commanding Royal Artillery that:—

(a.) All practice should be carried out under tactical schemes.

(b.) That instruction in the field, of Battery Commanders and their Staffs, should be given by the use of gun sight tripods.

(c.) The following remarks apply to the training generally:—

(a.) Fire discipline and fire tactics require more attention than former years' marks were only awarded for fire discipline and fire effect. This year, marks were allotted for fire tactics also. Such points as appreciation of situations, selection of positions, etc., being duly allotted marks.

(b.) The Battery Staffs require more training and are also in some cases not complete. It is almost impossible to lay too great stress on the importance of a well trained staff, failing which a battery is a "ship without a rudder."

(c.) The gun drill was good, layers and fixers accurate, and the actual service of the guns showed careful training.

ENGINEERS.

The technical inspection of the Engineer Company was satisfactory, all but one or two being qualified for their duties.

The attendance at the R.E. searchlight manning and at the weekly practices at the drill emplacement at Kowloon has been poor.

It is regretted that the Engineer Company find themselves unable to adopt the suggestion to organise a telephone section which would include operators and linemen.

INFANTRY.

A satisfactory start has at last been made with the infantry company and it is hoped that it may eventually reach its full establishment.

The musketry training has been conducted on sound lines but would benefit by increased range facilities. The Tai Hang range is inconveniently situated and unpopular in the hot weather. I recommend that the King's Park Range become the volunteer range and that the Volunteer Reserve Association be allowed the occasional use of it. At present this range is in the hands of the association, which is of small value from a military point of view, while the Volunteers are only allowed to use it occasionally.

GENERAL.

Although a great deal of useful work is done at the annual camp at Stonecutters and though every credit is due to the men who do this work in their leisure time, often at the end or beginning of a hard day's civil work, it cannot be said that the military value of the camp is equal to the expenditure involved. Most men are only present at irregular intervals for an hour's work in the morning and afternoon so that units seldom work at full strength, a system which is most unsatisfactory both for the instructors and instructed.

I recommend that future camps should be held in the New Territories for a week or eight days and that endeavours should be made to get employers to allow men to be present continuously for at least three or four days of that time. If such a camp were run on lines which bore some resemblance to service conditions an economy could be effected and the training improved. All preliminary drills and instructions of gun laws, etc. should be done in the fortnight preceding camp so as not to waste time while out.

It is a regrettable fact that the Corps cannot be recruited up to its establishment. An incentive would be given to the movement, if the Government could see its way to bring pressure to bear on its employers to join the Corps.

From a general point of view there can be no doubt as to the value of encouraging all the able-bodied citizens to fit themselves to take a part in the defence of the Empire but as regards the actual addition to the fighting strength of the Colony it must be remembered that a large number of members of the Corps are in employments from which they could not be spared in war.

Hongkong, 30th March, 1909.

CHINA'S CURRENCY.

MINTING NEW COINS.

United States bullion merchants have, according to the *Wall Street Summary*, received official intelligence from China that the recent large shipments of silver from London and New York have been absorbed for account of five of the nineteen mints of the Empire which began coining under the recent Imperial Act beginning May 15th. The first emission were of Haikwan taels, a coin which is the basis of all payment through Customs houses and for imperial and provincial taxes. The edict which has ordered the coining of these taels calls for a consumption of 97,000,000 ounces of silver for the year, but arrangements are being perfected whereunder an increase in Imperial taxation will be formed out to syndicates of native Chinese bankers who will underwrite the requirements for a sufficient tonnage of silver to provide all the mints with sufficient metal before the beginning of 1910.

The provision for coining Haikwan taels is only a small part of the comprehensive plan adopted by the Imperial Government of China for issuing silver coins in the form of dollars and fractional parts thereof, down to five cent pieces. Of the latter, 25,000,000 pieces are to be coined within six years, that they may in considerable measure displace tonnage of debased bronze coins termed cash, which are the vexation of small traders in parts of the Empire. American copper, 60,000 tons which was purchased for account of China's provincial mints four years ago, was all coined into coins called cash. The whole amount was soon lost sight of in the three provinces that obtained the coin, as the people hoarded them, an application of the spirit of Gresham's law that is as well understood in China as in Europe and America.

According to the reports of the mint masters of the nineteen mints of China submitted to the Throne and to the provincial viceroys, pressing wants of bronze coins preferred by the associations of merchants called hong, call for a coinage that will require 75,000 tons of high conductivity electrolytic copper. None of the mints has any stock of new metal. The small amount of work that has been done of late has been in recoinage of silver and bronze pieces. The Chinese Board of Finance, in formulating an opinion with reference to the recoinage of the silver standard for the Empire, says:—

"In conforming to the Standard of money used by their ancestors for upward of 4,000 years, we do so gladly, in the light of all that has been revealed in recent years of the crippling effect of the single gold standard upon several European countries and the United States which is made evident to us by the numerous societies of European merchants who are demanding of their governments an enlarged use of silver; and the report adopted by the Imperial Government of Germany within a few months based upon the petitions of the greatest banking and commercial interests of Germany which want much more silver injected into the currency of that nation."

"The Hongkong Chamber of Commerce, which endeavoured to influence China's Board of Finance in favour of the single gold standard admits its failure, and felicitates the Colony that it will have two years in which to make ready for the vast inflowing of new Chinese silver coins into all parts of Asia where the Chinese are important factors in commerce. The new Chinese coins are to be made with less alloy than those of Europe and the United States, which is done to prevent the transfer of the new coins by weight on the basis used by merchants who handle European and American dollars by weight."

"This forward policy of the Empire of China which calls for ten years' working of the nineteen mints at the high rate of production is the most important piece of news that has come to the silver producers of North America for years. Interviews with the principal New York exporters to China, Japan, the Straits Settlements and East India, indicate that these merchants expect the vast silver coinage policy just adopted by China to be a tremendous factor in increased exports of American petroleum, silver, copper, cotton, cotton cloths, flour, canned goods and articles of metals to all parts of China."

THE CRUISER "CHITOSE."

PRESENTATION BY H. A. L.

A very pleasant function took place on board the Japanese cruiser *Chitose* on her arrival here from the South, the occasion being the presentation to the officers of the ship of a handsome piece of silverware by the directors of the Hamburg-America Line for services rendered to the H.A.L. steamer *Loongmoon* by the *Chitose* last year, reports the *Shanghai Mercury* of 16th ult. It will be remembered by our readers that last November, while the *Loongmoon* was on the run between Vladivostok and Tsuruga on the N.W. coast of Japan, she left the latter port and when a few miles distant she broke her tail shaft. Fortunately the ship was not far from the land and therefore anchored while waiting for assistance to come from Tsuruga. It was at first intended to tow the disabled vessel to Nagasaki which would have proved an expensive undertaking. Meanwhile Mr. G. Daniels, Superintendent Engineer of the H.A.L., had proceeded to the scene of the accident and was able to make arrangements with the Japanese Government to effect repairs at the new naval station of Shin-Makuru, about ten hours steaming from where the accident happened. The cruiser *Chitose*, which was in the vicinity, was therefore ordered to take the *Loongmoon* in tow and proceed with her to the station, which was done, the officers and men of the cruiser rendering every assistance possible. After about ten hours towing Shin-Makuru was reached and a Japanese tugboat

that was in dock for repairs was taken out and the *Loongmoon* was docked and the necessary repairs made under the supervision of Mr. G. Daniels, the Japanese Government rendering every assistance possible to the ship. The Japanese made no charges for their services beyond their actual expenses. This fact and a full account of the accident was forwarded to the home office by Mr. Daniels and as a mark of appreciation the head office had a magnificent silver table ornament standing over two feet high prepared to be presented to the officers of the *Chitose* as a memento of the very valuable and kind services rendered to their ship when in a disabled and helpless condition. The ornament, which stands nearly two feet high, rests on a silver base representing an ancient ship in a rough sea with the waves washing about her. Above this is a globe on top of which is a female figure holding an anchor and sail representing commerce, and alongside of this is a figure of Mercury. The ornament, which is a fine work of art and reflects great credit on the designer, bears a suitable inscription in German stating what it was presented for.

The handsome table decoration arrived here from Germany a few days ago, and as soon as the *Chitose* arrived here from the South, Mr. G. Daniels, accompanied by Mr. H. Etaki, Japanese Consul-General, and a number of prominent residents of the Japanese Colony, proceeded to the cruiser by a special launch provided by the Mitsui Company. On reaching the cruiser the party adjourned to the Commander's cabin where Mr. Daniels, in a few well chosen words, presented the piece of silverware to the Commander and officers and spoke in very complimentary terms of the valuable services that had been rendered to the *Loongmoon* when she was in distress, and told how the *Chitose* towed her to safety and stood by her in rough weather on a dangerous coast. Mr. Daniels' remarks were translated by R. Etaki, after which the Commander of the *Chitose* returned thanks on behalf of himself and officers and said the gift would always be looked upon as one of the most prized possessions of the ship. Refreshment was then served and the healths of H.M. the Emperor, the *Chitose* and her officers, the H.A.L., Mr. Daniels and others were proposed and honoured.

MR. R. MITCHELL IN SYDNEY.

INTERVIEWED BY PRESSMAN.

After 2 years as manager of the Hongkong and Whimpoa Dock Company, at Hongkong, Mr. J. Mitchell has arrived at Sydney. He is making the trip for pleasure, and has never been in Australia before.

An *Evening News* reporter had a chat with Mr. Mitchell at Petty's Hotel this afternoon, (May 21) and was informed that times had not been altogether bright in Hongkong lately. Shipping has suffered a good deal, and until quite recently there were in the harbour there something like 18 steamers waiting for a rise in the freight market.

The Dock Company, which Mr. Mitchell had charge of for so many years, is capable of taking in the biggest battleship afloat, and is always busy.

"Your hours of labour?" said the reporter.

"Well, the men work nine hours a day; but we keep things going all day, all night, and on Sundays."

"The class of labour?"

"Chinese, skilled and unskilled, and good men they are, too. I should say I had about 4,000 of them, so I know a little about their habits."

"Have you any opposition there?"

"Yes, the China Navigation Company has opened a large dock, so there is now plenty of competition."

Speaking with regard to the opium traffic, Mr. Mitchell said there was a good deal of feeling in Hongkong just now about the proposed closing down of the opium farm. If such a step is taken the revenue of the colony will suffer severely. He had not seen much opium smoking among the 4,000 men in the employ of the Dock Company, nor did he think the habit was very strong in Hongkong.

"You can say," remarked the visitor, "that the boycott of Japanese goods has not yet been lifted. A few weeks before I left in the steamer *Eastern* for Australia, a meeting of Chinese merchants was held, and it was decided to carry on the boycott."

"Can you say much about the railway extension policy now being carried out in China?"

"Yes. The work is being pushed on. Sleepers are being imported from Tasmania, and generally speaking no time is to be lost. There is a scheme by which it is intended to connect with the Siberian Railway, so that it will be possible to travel by rail from China—well, pretty well all the way to Italy."

"Is the Siberian route popular?"

"I should say so. Lots of people go to England and the Continent that way from Hongkong."

"Does it save much time in the delivery of mails?"

"Yes, close on a week. Letters have been received in Hongkong in 18 days, while by steamer route the time is 24 days."

"This railway then means a great saving of time?"

"Oh, yes; and the Chinese Government is enthusiastic about it."

"We've heard a lot about a new Chinese Navy," said the reporter.

"It is only a myth," replied Mr. Mitchell. Of course, there has been a great deal of talk about it, but I don't think it will get beyond that stage for many years to come."

Questioned as to whether it was true that a Glasgow shipbuilding firm intended starting business in Hongkong, the visitor shook his head and said: "No. 'Ours was the only shipbuilding yard' he said, 'and we did do a great deal of it. We certainly built a number of river steamers—some up to 3,000 tons.'"

"A fair size for a river steamer."

"Yes, not bad; but they had three docks, too. A fine type of boat; but I haven't heard anything about a Glasgow firm shifting out to Hongkong."

"Mr. Mitchell, in conclusion, remarked: 'I have not seen much of Australia yet, but what I have seen, looks good.'"

To-day's Advertisements.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS....." 15,500,000

Head Office—YOKOHAMA.

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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 3 per cent. per annum on the Daily Balance.
On fixed deposit:—

For 12 months.....3 1/2 % p.a.
" 6 ".....3 %
" 3 ".....2 1/2 %
" 1 ".....2 %

TAKEMO TAKAMICHI, Manager.
Yokohama, 1st July, 1909.

FROM EUROPE.

THE H.A.L. Steamship.

"SLAVONIA."

Captain Peter, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 1st July, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship.

"WELSH PRINCE."

will be despatched for the above Ports on TUESDAY, the 10th August, 1909.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 30th June, 1909.

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Intimations.

NOTICE TO SUBSCRIBERS.

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DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

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AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD.

respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed no old ones.

Iadies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidered Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor, which she is happy to do.

Hongkong, 30th June, 1909.

HONGKONG WATER-POLO COMPETITION.

Yesterday afternoon the Royal Engineers played a friendly game of Water Polo against the V.R.C. The game was a one-sided one and the V.R.C. won by 6 goals to nil. This year the Royal Engineers have a weak team owing to most of their players leaving for Home.

To-morrow (Friday) at 6 p.m. at the V.R.C. the Lusitano Recreation Club will meet the 2nd Coy. R.G.A. The L.R.C. team will be:—A. J. V. Ribeiro, J. M. C. Lopez, F. L. de Rosa, C. M. S. Alves, E. M. O. Remedios, C. A. C. Rodrigues, and R. A. Carvalho.

On Monday afternoon at 5.30 p.m. the B.O.C. will meet the R.E. in a friendly game at the latter's Club.

Intimations.

THE DAIRY FARM Co., LIMITED.

Fine Salted Australian PIGS' TROTTERS.

96 Cents a Dozen.

Hongkong, 24th June, 1909.

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ASAHI BEER.

SAPPORO BEER.

OBTAINABLE EVERYWHERE.

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Loans on Mortgage of House Property, &c. Goods received on Storage.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS HONGKONG TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

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(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SATURDAY, JULY 3RD.	FRIDAY, JULY 30TH.
"MONTEAGLE"	
WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA"	
SATURDAY, JULY 24TH.	FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN"	"EMPRESS OF BRITAIN"
SATURDAY, AUG. 14TH.	FRIDAY, SEPT. 10TH.
"Empress" Steamers will depart from Hongkong at 5 p.m.	
"Monteagle"	12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while passing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

Steamship	On
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MANILA	YUENSANG
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SHANGHAI, YOKOHAMA, KOBE	FOOSHING
SHANGHAI	YATSHING
TIENSIN, WEIHAWEI & CPOO	CHUSHING
NGAPORE, PENANG & CALCUTTA	CHUSANG
KOBE & YOKOHAMA	HINSANG
MANILA	LOONGSANG
MOJI	CHUNGSANG

The steamers *Kulsang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Obsofo, Tientsin & Newchwang.

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SAILINGS SUBJECT TO ALTERATION.

Steamers	To	On
BATAVIA, SAMARANG & SOERABAYA	SHANTUNG	2nd July, 4 P.M.
SWATOW, TSINGTAU, WEIHAWEI, CHEFOO & TIENSIN	HUICHOW	2nd "
OBBO & ILOILO	IOHANG	3rd "
NEWCHWANG	HANGCHOW	3rd "
HOIHOW & HAIPHONG	SINGAI	4th "
SHANGHAI	LINAN	4th "
MANILA	YINGCHOW	5th "
SHANGHAI	KAIPOH	8th "
OBBO & ILOILO	CHENAN	9th "
SHANGHAI	TAMING	11th "
MANILA	ANHUI	13th "
SHANGHAI	TAIYUAN	15th "
MANILA, ZAMBOANGA and USUAL		
AUSTRALIAN PORTS		

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chindun*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

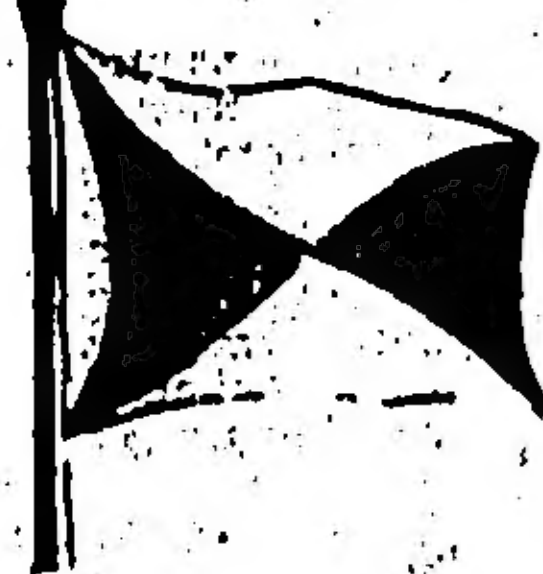
Fares including wines—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE, AGENTS

Telephone No. 36.

Hongkong, 1st July, 1909.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Berth Light—Perfect Cuisine—Surgeon and Stewards carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
SAIRO	2540	R. Rodger	MANILA	SATURDAY, 3rd July, at Noon.
RUBI	1540	R. W. Almond	"	SATURDAY, 10th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Hongkong, 28th June, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5,000 tons gross	Sail 1st July, 1909, at 5 P.M.
S.S. AMERICA MARU	4,500 "	" 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	4,000 "	" 25th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 28th June, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with inter-shipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA, VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKOHAMA	TACOMA MARU	6,178	SATURDAY, 3rd July, at 10 A.M.
Do.	FITZPATRICK	4,416	" 31st do.
Do.	SEATTLE MARU	6,178	" 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY, FOCHOW, AND SHANGHAI	BUJUN MARU	THURSDAY, 1st July, at 10 A.M.
SWATOW, AMOY & TAMSUI	DAIGI MARU	SUNDAY, 4th July, at 10 A.M.
SWATOW, AMOY & ANPING	SOSHU MARU	WEDNESDAY, 7th July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHO-HU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th June, 1909.

T. ARIMA, Manager.

Hongkong, 19th June, 1909.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP	BINGO MARU, Capt. A. Christensen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAWACHI MARU, Capt. H. Petersen, Tons 6500	WEDNESDAY, 21st July, at Daylight.
VICTORIA, B.C. & SEATTLE, VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	TANGO MARU, Capt. S. Ishikawa, Tons 8000	TUESDAY, 6th July, at 4 p.m.
HAIPHONG, SHANGHAI, MOJI, KOBE, YOKOHAMA	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 20th July, at 4 p.m.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. N. Mathison, Tons 6000	FRIDAY, 9th July, at Noon.
YAWATA MARU, Capt. T. Hokino, Tons 5000	YAWATA MARU, Capt. T. Hokino, Tons 5000	FRIDAY, 6th Aug., at Noon.
KOBE AND YOKOHAMA	TAMBA MARU, Capt. C. H. Butler, Tons 6500	FRIDAY, 9th July, at 5 p.m.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 7th July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	FRIDAY, 30th July, at 5 P.M.
BOMBAY, VIA SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. M. Winckler, Tons 5000	TUESDAY, 13th July.

† Cargo only.

§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru	(Capt. F. L. Sommer)	About Wednesday, 28th July.
Mishima Maru	(Capt. A. E. Moses)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. Thompson)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. W. BAINBRIDGE)	About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager.

Hongkong, 28th June, 1909.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above Ports on SATURDAY, the 3rd July, at Noon.

For Freight or Passage, apply to

DAVID SASSON & Co., LIMITED, Agents.

Hongkong, 25th June, 1909.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"

Captain W. O. Tyers, will be despatched as above on or about 11th July.

For Freight, apply to

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 23rd June, 1909.

[502]

HONGKONG—BOSTON—NEW YORK.

THE Steamship

"S. A. C."

Captain W. O. Tyers, will be despatched as above on or about 11th July.

For Freight, apply to

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 23rd June, 1909.

[502]

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

S.S. "ST. PATRICK" ... On 13th July, 1909.

For Freight and further information, apply to—

SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th June, 1909.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA,"

Captain Hayes, will be despatched as above on or about 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in state-rooms. Doctor and Stewardess are carried. Fare to London £35.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 23rd June, 1909.

[503]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 28th May, 1909.

[58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. M. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for guests. First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single journey

Meals

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and

SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 28th April, 1909.

[10]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 10th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macdonald*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and 1st for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 22nd August, 1909.

Parcels will be received at this Office until 5 p.m. the day before sailing. The Consignee and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendant.

Hongkong, 26th June, 1909.

[illegible]

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,500,000 \$16,000,000	\$2,006,354	Final of 1/2 and bonus of 1/4 for 1908 @ ex 1/8 = \$16.024	5 1/2 %	\$1,005 sales London 194.10
National Bank of China, Limited	99,925	£7	£6	£4,000 £150,000	\$10,223	\$2 (London 3/6) for 1903	..	\$51
MARINE INSURANCES.								
Union Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$235,757 \$1,735,757	none	\$14 for 1907	7 1/2 %	\$195 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 30,747 Tls. 180,747	Tls. 160,511	Interim of 7/6 for 1908	5 1/2 %	Tls. 206 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$300,000 \$195,948 \$495,948	\$2,464 9 11	Final of 1/2 making 1/4 for 1907 and interim of 1/4 for 1908	5 1/2 %	\$837 1/2 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$294,415 \$1,294,415	\$7 7,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$230
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$438,663 \$1,438,663	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$111
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$181,802 \$1,681,802	\$368,711	\$27 for 1907	8 %	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500	\$1,015	\$1 for 1906	..	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$500,000 \$264,638 \$764,638	NIL	2 1/2 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$607,500 \$1,807,500	\$20,279	Final of 1/2 making 1/4 for 1908	7 1/2 %	\$33
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£100,000 £24,000 £124,000	£13,755	{ 6/ for 1907 on Preference shares only @ ex 1/8 1/16 = \$3. 154	4 %	\$67
Do. (Deferred)	60,000	£5	£5	£100,000 £24,000 £124,000	£13,755		7 1/2 %	Tls. 52 sellers Tls. 53 1/2 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 25,000 Tls. 100,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 %	Tls. 53 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£2,000,000 £6,000,000 £8,000,000	£61,817	Second interim of 1/4 for a/c 1908	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$48,488 \$148,488	\$3,121	{ \$1.00 \$0.50 for year ending 10.4. 1909	3 1/2 %	\$15 1/2
Taku Tug and Lighter Company Limited	30,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 48,479 Tls. 123,479	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$50,848 \$2,050,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$140 sales
Latson Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,821	\$3 for 1897	..	\$15 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08	..	Tls. 270 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £18,289 £193,289	£11,556	Interim of 1/5 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 18 1/2 sellers
Rub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£18,289 £4,871	Dr. £2,191	No. 12 of 1/- = 48 cents	..	\$9 sellers
DOCKS, WHARVES & GODOWNS.								
Farwick (Geo.) & Co., Limited	15,000	\$25	\$25	\$375,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	..	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$10,806 \$3,010,806	\$10,102	Final of 1/2 making 1/4 for 1907	..	\$57 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$97,191 \$2,597,191	\$3,778	Final of 1/2 making 1/4 for 1908	12 1/2 %	\$70 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 607,857 Tls. 1,607,857	Tls. 23,742	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 1/2 %	Tls. 82
Shanghai and Hongkong Wharf Company, Limited	30,000	Tls. 100	Tls. 100	Tls. 607,857 Tls. 50,000 Tls. 1,157,857	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 160 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 1,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 104 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000	Dr. 4,212	\$2 1/2 for year ending 30.6.07	..	\$20
Central Stores, Limited	50,128	\$25	\$25	\$1,253,200	\$24,612	\$1.20 on old and 60 cents on first new issue.	..	\$19
Hongkong Hotel Company, Limited	8,000	\$50	\$25	\$400,000 \$125,915 \$525,915	\$95	Final of 1/2 making 1/4 for 1908	..	\$6 ex m.f. \$38 b. new \$103 sales
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$800,000 \$125,915 \$925,915	\$25,475	Final of 1/2 making 1/4 for 1908	6 1/2 %	\$91 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$20	\$20	\$3,000,000 \$12,851 \$3,012,851	\$278	60 cents for 1908	5 %	\$30
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	none	\$1 1/2 for 1908	..	Tls. 120 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,173,045 Tls. 31,000 Tls. 1,204,045	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908	6 1/2 %	Tls. 126 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,968	Final of 1/2 making 1/4 for 1908	8 1/2 %	\$46 1/2
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	.. 8,800	Tls. 5 for year ended 31.10. 1908	4 1/2 %	Tls. 126 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 125,000 \$20,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$81 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	..	Tls. 90 sellers
Leun-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,830	Tls. 4 for 1908	..	Tls. 109 sellers
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 Tls. 31,172	Tls. 15,911	Tls. 50 for 1908	..	Tls. 375
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	£68	1/10th per share for 1907 = 1.037	10 %	\$10 1/2
China-Borneo Company, Limited	60,000	\$10	\$10	\$600,000	.. 1	\$1.20 or 1908	8 %	\$14 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	.. 1	50 cents for year ended 28.2.06	..	\$9 buyers
Do. Do. special shares	20,000	\$1	\$1	none	\$51,138	50 cents for 1908	8 1/2 %	\$9.50 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$10,000 \$1,260,000	\$1,407	50 cents for year ending 31.7.08	7 1/2 %	\$16 1/2 buyers
Dairy Farm Company, Limited	40,000	\$25	\$5	\$1,000,000 \$10,000 \$1,010,000	\$48	Final of 50 cents making 50 cents for 1908	10 %	\$9 sales
Gran Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$3,751	75 cents for 9 months ending 31.12.07	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$251	\$2 for year ending 29.2.09	9 1/2 %	\$21 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000	18,957	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	5,195	Final of 1/2 per share making 1/4 for 1908	12 1/2 %	\$25 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$7,616	Final of 1/2 per share making 1/4 for 1908	8 1/2 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$20,000 \$620,000	\$8,190	Final of 1/2 per share making 1/4 for 1908	..	Tls. 104 sales
Maatschappij tot Mijn. Bosch en Landbouwen plantaie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 69,311 Tls. 616,811	Tls. 216,821	2nd Quarterly div. of Tls. 1 1/2 for account 1909	4 %	Tls. 104 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$1,301	80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.09	6 %	\$11 1/2 buyers
Philippine Company, Limited	50,000	\$10	\$10	\$500,000	.. 1	None	3 %	\$8
Shanghai Gas Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 115 sales
Shanghai-Sumatra Tobacco Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 105 sales
Shanghai Waterworks Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,000 Tls. 75,000 Tls. 99,000	Tls. 5,250	Final of 1/2 making 1/4 for 1908	..	Tls. 415 buyers
South China Morning Post, Limited	16,150	£20	£20	£323,000	Tls. 23,038	None	8 %	\$24
Steam Laundry Company, Limited	6,000	\$25	\$25	none	Dr. \$56,602	40 cents for year ending 31.5.08	..	\$5 buyers
Tientsin Waterworks Company, Limited	20,000	\$5	\$5	none	\$136	Tls. 6 1/2 for year ending 30.4.07	5 %	Tls. 94 buyers
Union Waterboat Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,205 Tls. 4,000 Tls. 19,205	Tls. 201	60 cents for year ending 31.12.08	6 1/2 %	\$13 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,360	80 cents on 5,000 ord. shares and \$10.00 on 100 Founders shares for yr. end. 31.5.07	..	\$37
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$25,000 \$925,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$37
William Powell, Limited	15,000	\$7	\$7	none	\$3.05	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	..	\$4 sellers

† These shares are entitled to half of the profits.

Intimations.

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VETARZO BLOOD
MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it penetrates and purifies the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatever form met with: removing all blotches, pimples, scurf, scurvy, acrochordal, and glandular swellings, discolourations, roughness and unsightly patches, etc. Its effects are almost magical in the treatment of gonorrhea, rheumatism, eczema, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, leprosy, porriasis, bad legs, bad breasts, abscesses, ulcers, sores, gouts, or Dermatitis, etc. It improves the general health, and quickly restores long-standing bronchitis, asthma, and hacking, irritating, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually medicine) for the sake of extra profit. Price in England, 2/6. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons imitating.

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